

Creating Jobs and Reducing Congestion: Investing in Maryland's Infrastructure

Travel on Maryland's roads has increased nearly 40% in the past two decades and is expected to increase another 20% by 2030. Yet Maryland's formula for funding infrastructure improvements has remained unchanged since 1992. A dollar for transportation in 1992 is only worth about 30 cents today; our ability to make infrastructure improvements has not kept pace with our needs.

As a result, today, nearly half of our roads are in poor or mediocre condition and a quarter of Maryland's bridges need repair or replacement.

Improving Maryland's infrastructure is vital to our quality of life and our economy. Marylanders commute 32 minutes on average to work, the longest commute in the nation, and lose \$6.2 billion each year on our congested and deteriorated roads. Furthermore, 95% of goods shipped annually from Maryland travel on our roads, and quality infrastructure is a key factor businesses consider in deciding where to invest and create jobs.

That's why the O'Malley-Brown Administration worked with the General Assembly to pass the Transportation Infrastructure Investment Act of 2013. This initiative will generate \$4.4 billion over the next six years for transportation projects across Maryland, creating more than 57,200 jobs, and improving Marylanders' quality of life by reducing congestion.

Creating Jobs and Reducing Congestion by Strengthening our Infrastructure:

In addition to supporting more than **57,200 transportation jobs**, the new initiative will generate hundreds of millions of dollars in economic activity through transportation investments throughout the State. The State's initial projects include (note: these are only the projects being announced immediately; other projects will follow):

Baltimore City

- Advance the Red Line towards construction
- Make travel throughout the state easier by adding weekend service on the MARC Penn Line, expanding service on the Camden line and replacing old and unreliable locomotives throughout entire MARC system.

Baltimore County

- Reconstruct the I-695 Leeds Avenue Interchange providing a direct connection from the I-695 Inner Loop to US 1 and Leeds Ave. Project will also replace and widen structurally deficient bridges improving safety.

Frederick County

- Build an interchange at US 15/Monocacy Boulevard in Frederick, including a 427-space park-and-ride lot and bicycle and pedestrian improvements.

Harford County

- Improve several intersections along key access routes to Aberdeen Proving Ground to accommodate the increase of employment as a result of BRAC.

Howard County

- Widen 2.8 miles of northbound US 29 in Columbia from 2 lanes to 3, including constructing noise walls.

Montgomery County

- Construct a new interchange just north of the existing I-270/MD124 interchange to support economic development and relieve congestion along MD 355, MD 124, and I-270.
- Advance the Corridor Cities Transitway towards construction.

Prince George's County

- Advance the Purple Line towards construction
- Reconstruct the existing MD 210 intersection at Kerby Hill Rd/Livingston Rd to an interchange

Queen Anne's County

- Replace the existing US 301/MD 304 intersection in Centerville with an interchange,

Southern Maryland: Calvert, St. Mary's and Charles Counties

- Complete engineering for a new four-lane bridge parallel to, and south of, the existing Thomas Johnson Bridge to increase the capacity of MD 4 over the Patuxent River.